I-405 Corridor Plan

Bottom Line:

- Reduces time stuck in traffic by over 13 million hours per year
- Produces travel time savings of $569 million annually
- Accommodates an additional 110,000 trips per day in the corridor
- Decreases traffic accidents, saving $42 million a year
- Creates 1,700 new vanpools; a 100% increase
- Increases transit service by 50%
- Builds 5,000 new Park & Ride spaces

Roadway Improvements

Builds up to two new general traffic lanes in each direction on I-405 to speed people and goods movement throughout the region; adds High Occupant Vehicle (HOV) freeway-to-freeway ramps on all interchanges; completes arterial improvements planned by local cities.

- Reduces congestion for cars, transit, carpools and freight
- Improves connections to I-405 and key arterials, keeping traffic out of neighborhoods
- Fixes key choke points along I-405 that cause delays, such as SR 167, I-90 and SR 520 interchanges
- Accommodates anticipated traffic growth

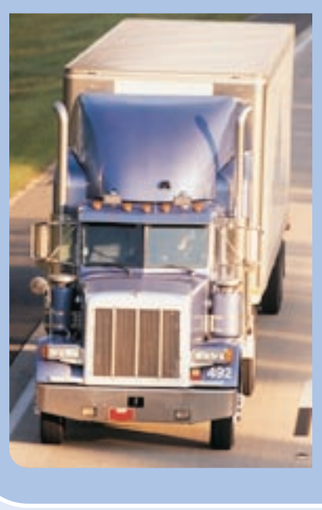
Transportation Demand Management (TDM)

TDM maximizes the capacity of a transportation system to move as many people as possible. The I-405 Corridor Plan calls for building one of the most comprehensive TDM programs in the country.

- Helps reduce vehicle trips by encouraging transit sharing and other travel options
- Supports transit oriented development in urban areas
- Expands vanpool program 100%
- Expands employer-based programs to reduce trips
- Increases funding for public awareness programs including traveler information systems, trip planning assistance, etc.

Freight Improvements

Nearly two times the amount of goods (in tons) flow through I-405 than are shipped through the Port of Seattle. Under the I-405 Corridor Plan, freight movement and operations are enhanced throughout the corridor.



- New interchanges are designed to handle heavy truck flows
- Intelligent transportation systems provide real-time travel information
- Remote parking areas reduce truck flows during peak traffic hours, freeing up capacity

Transit

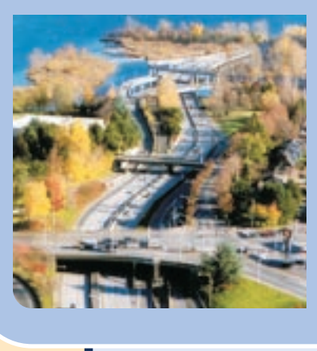
Bus Rapid Transit (BRT)

BRT is a high capacity transit system designed to connect urban centers throughout the corridor. Examples of BRT include exclusive bus expressways and special transit centers designed to save time. BRT is supported by increased local transit service to connect neighborhoods with transit centers.

- Increases transit service
- Adds up to eight new BRT stations and nine transit centers supported by increased local transit service
- Connects urban employment, residential and retail centers
- Builds new Park & Ride spaces

Central Eastside Transit

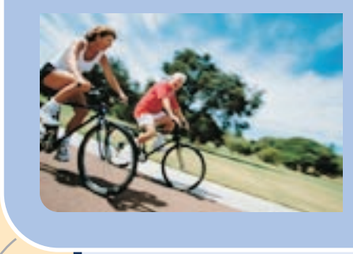
The central area east of Lake Washington (Bellevue, Kirkland and Redmond) has the highest concentration of residents and employers. The I-405 Corridor Plan calls for more detailed examination of high capacity transit options across Lake Washington and within the central eastside area.



Pedestrian and Bicycle Trails

Non-motorized improvements are included throughout the corridor to provide safe crossings of I-405 and key regional trail links.

- Connects neighborhoods by building eight new pedestrian/bicycle crossings over I-405
- Creates seamless pedestrian/bicycle routes by completing 10 missing connections between existing trails



Managed Lanes

The concept of managing up to two general traffic lanes on I-405 will be studied to maintain a free flow of traffic throughout the corridor. Managed lanes operate by controlling access or placing restrictions on lane uses, similar to the express lanes currently in operation on I-5 in Seattle.

SR 167/I-405 Interchange

The SR 167/I-405 interchange will be completely reconstructed with flyover ramps connecting the major traffic movements between I-405 and SR 167. The plan adds up to two general traffic lanes in each direction on SR 167 towards Kent.

- Solves I-405's worst traffic bottleneck; traffic congestion currently lasts 12 hours per day in Renton
- Improvements will speed freight movement on one of the region's primary freight corridors
- Includes HOV connections to help transit and carpools